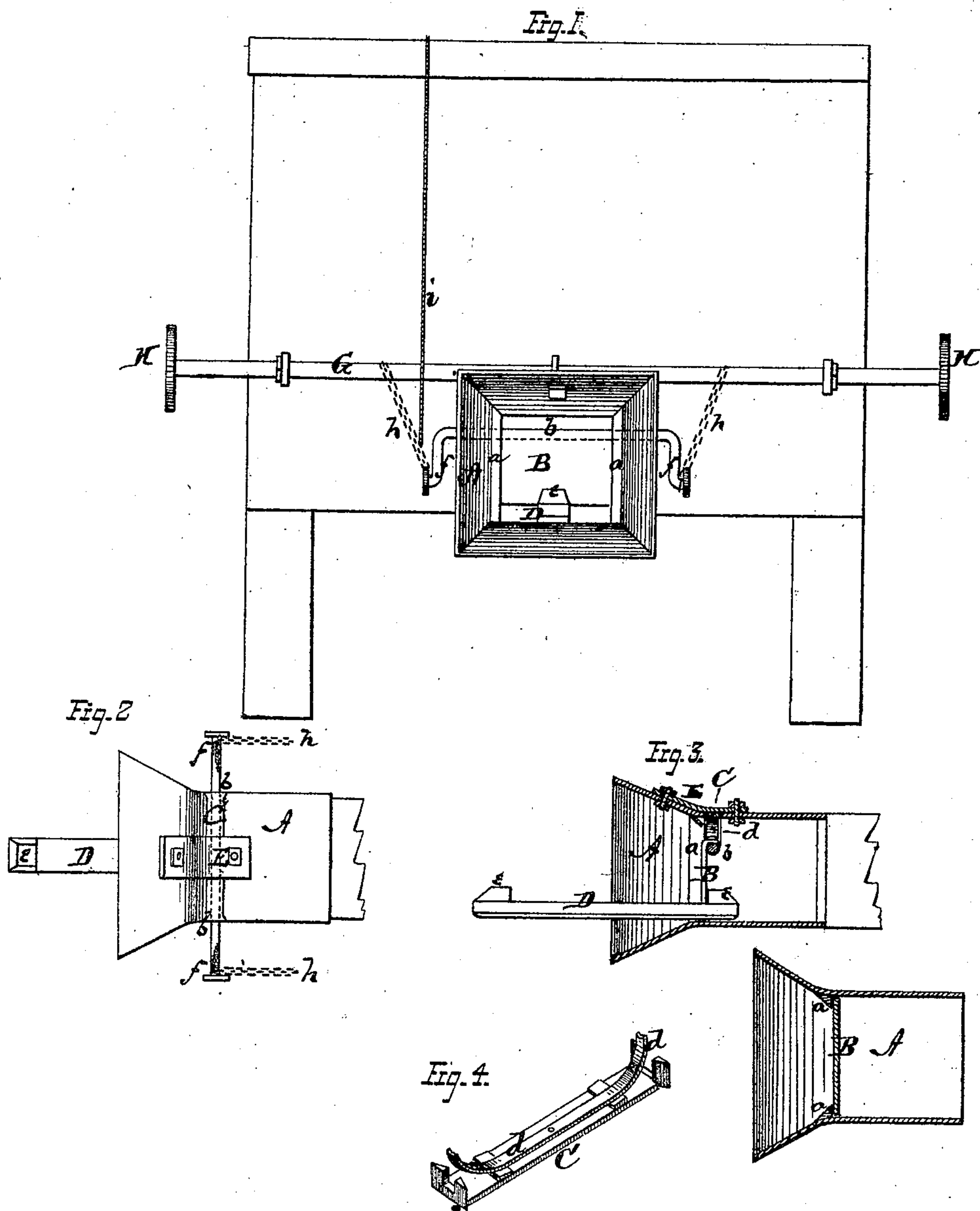


L. B. WILSON.  
Car-Couplings.

No. 133,512.

Patented Nov. 26, 1872.



Witnesses:  
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# UNITED STATES PATENT OFFICE.

LISTON B. WILSON, OF CALDWELL, OHIO.

## IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 133,512, dated November 26, 1872.

*To all whom it may concern:*

Be it known that I, LISTON B. WILSON, of Caldwell, in the county of Noble and in the State of Ohio, have invented certain new and useful Improvements in Car-Coupling; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon making a part of this specification.

The nature of my invention consists in the construction and arrangement of a car-coupling which is self-coupling, can be uncoupled from either side or top of the car, and will uncouple itself in case a car should run off the track, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is an end view of a car with my coupling attached; Fig. 2 is a plan view; Fig. 3, a longitudinal section of the draw-head with the coupling; and Fig. 4 is a perspective view of an attachment in the roof of the draw-head.

A represents the draw-head, constructed in any suitable manner, with a flaring mouth. In the sides of the draw-head are vertical shoulders *a a*, against which a gate, B, bears, said gate being attached to a rod, *b*, which has its bearings in slots in the sides of the draw-head. The top of the draw-head is also slotted to connect with the slots in the sides, and in the same is placed a bar, C, which is held in position by a plate, E, bolted on the upper side of the draw-head across the bar *c*, as shown in Fig. 2. To the under side of the bar *c* is secured a spring, *d*, the ends of which are notched and fit on or over the rod *b*. The gate B attached to this rod *b* does not extend all the way down to the bottom of the draw-head, but leaves a space corresponding with the thickness of the draw or coupling-bar D. This coupling-bar is constructed, as shown in Fig. 3, with a hook, *e*, on each end, which, when inserted in the draw-head, catches on the gate B and draws the same against the shoulders *a a*.

When the cars are brought together the end of the coupling-bar, entering the draw-head, turns the gate until the hook *e* has passed the lower edge of the gate, when it drops down and is caught by said hook, which couples the cars together. If by some accident a car should run off the track, the coupling-bar D will be turned in the draw-head, which has the effect to raise the gate perpendicularly, the spring *d* allowing such movement, until the hook *e* will be laid sidewise, when the bar will slip out from under the gate, thus making my coupling self-uncoupling in case of accidents.

The ends of the rod or shaft *b* are provided with cranks or levers *f f*, from the ends of which chains *h h* lead to and connect with a shaft, G, which is placed in suitable bearings across the end of the car, projecting beyond the same on both sides, and provided at each end with a hand-wheel, H. Another chain or cord, *i*, leads from one of the cranks or levers *f* to the top of the car, and by these means the gate B may be raised so as to uncouple the cars either from the top or from either side of the car.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The slotted draw-head A, provided with the shoulders *a a*, gate B, rod *b*, and bar *c* with spring *d*, all constructed and arranged substantially as and for the purposes herein set forth.

2. The combination of the gate B, rod *b*, cranks *f f*, chains or cords *h h* and *i*, and the shaft G with hand-wheels H H, all substantially as and for the purposes herein set forth.

3. The combination of the draw-head A with shoulders *a a*, gate B, rod *b* with cranks *f f*, bars C with spring *d*, coupling-bar D with hooks *e e*, chains *h h i*, and shaft G with hand-wheels H H, all constructed and arranged substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 11th day of July, 1872.

LISTON B. WILSON.

Witnesses:

J. M. MASON,  
HARRY C. SCOTT.